



The City of Lynchburg, Virginia

MEMORANDUM

TO: Mr. Walter Erwin, City Attorney

FROM: Major J. K. Lewis, Police Department

DATE: November 29, 1999 *Jack K. Lewis*

RE: Towing Advisory Board

FILE:

RECEIVED
NOV 30 1999
BUDGET & PROCUREMENT

The following individuals have agreed to serve on the Towing Advisory Board for the City as required by the City Code.

Please see attached listing.

/vw

Attachment

cc. Ms. Bonnie Svrcek
Mr. Raleigh J. Motley
Colonel Charles W. Bennett, Jr.
Lieutenant C. T. Carter

TOWING ADVISORY BOARD

Mr. Glenn Trent
Glenn A. Trent, Inc.
12th & Kemper Street
Lynchburg, VA 24501
846-1383

Mr. Cecil Staton
Staton & Sons Auto Service, Inc.
2656 Lakeside Drive
Lynchburg, VA 24501
385-6448

Mr. Robert Babcock
Babcock's Auto Service
1300 Court Street
Lynchburg, VA 24504
845-4690

Mr. Jack Butler
State Farm Insurance
3716 Old Forest Road
Lynchburg, VA 24501
385-6167

Mr. R. C. Gilliam
Royal Chevrolet
Graves Mill Road
Lynchburg, VA 24502
237-9420

Major Jack K. Lewis
Lynchburg Police Department
905 Court Street
Lynchburg, VA 24504
847-1432

Virginia Association of Towing and Recovery Operators, Inc.
Lynchburg Chapter
155 Air Park Drive
Lynchburg, Va 24502
434-239-5386

RECEIVED

JUL 09 2003

COUNCIL MANAGER
OFFICES

July 7, 2003

Mr. Payne,
PO BOX 60
Lynchburg, Va 24505

Dear Mr. Payne:

Recently some of our respected towing companies in the Lynchburg area have joined the Virginia Association of Towing and Recovery Operators and have reactivated the Lynchburg Chapter. Through this organization of over 125 towing companies throughout the Commonwealth we have come to realize that the towing in the Lynchburg area needs some overhaul. We respectfully request the City Council of Lynchburg put together a towing advisory panel to assist in giving counsel to the City Council in towing matters. Our Association has been instrumental in providing assistance in other areas of the state in forming workable towing procedures conducive to individual locations.

We approach you and request this panel to be formed to provide the City of Lynchburg with the most up-to-date and recent findings by the Statewide Incident Management Committee. As we all know, incidents on the highways cause most lost time, lost productivity, and air pollution. The SIM committee has been in existence over six years and was initially formed at the insistence of the Governor. VATRO sits on the committee and gives insight to the towing issues in the Commonwealth. The SIM committee has formulated and endorses a simple way of putting in place an ordinance and towing agreement that can be adapted to fit any locality. We believe that by partnership with law enforcement, towing companies, and the public we can make towing a better experience for us all. Our statewide office can provide us with guidance and examples of agreements and contracts from all over the state. It will be up to us to decide what is best for our locality. We believe that there should be a way for the law enforcement personnel to monitor the towing, and that because of liability issues there should be a way of approving a facility to tow and store vehicles. The issue of quick and effective response to an accident scene is critical.

In recent months we have met with our local police department, fire department and the Lynchburg Emergency Communication center who have voiced their support of a committee to formulate standards for our towing companies. The main thread through all of our conversations with all entities involved in this is providing standards and reducing the liability issues involved with law enforcement towing.

Thank you for your consideration in this matter. I am available to assist you with any questions at any time.

Very truly yours,



Kevin Jones, President
Lynchburg Chapter
Virginia Association of Towing and Recovery Operators, Inc.

Virginia Association of Towing and Recovery Operators, Inc.

P. O. Box 147
Manassas, Virginia 20108-0147
800-541-2432
Fax 540-658-0997

TO WHOM IT MAY CONCERN:

I have been asked to prepare a statement that can be used statewide with VATRO's position on Virginia's localities having a towing policy in place.

We honestly believe that the consuming public needs a standard to start to measure our industry. We need to show our professionalism by leading the quest for standards within our localities and we have worked diligently in the past few years establishing a way to help make the system become a reality. Professionalism in all industries is a goal each wants within their own industry and towing and recovery is no different.

VATRO was invited in 1994 to become a part of the Statewide Incident Management Committee formed to initiate discussion with the State Police, VDOT, Fire Chiefs, towing and recovery, and all and sundry people who might be called to an incident management scene. As you know, an incident can consist of anything from a most major tractor trailer wreck on the interstate to a simple tire change. As a unit, we all discussed the various aspects of towing and recovery and how issues dealing with this can affect traffic tie-ups and what we can do to help the industry deal with standards. The committee worked on putting together a SAMPLE contract and ordinance that a locality could use to help put a professional towing policy in place. This was put together with the knowledge that every locality has different needs....the policy is such that you just change it to whatever fits your localities needs. Equipment will certainly be different in Northern Virginia and the Tidewater area that what is needed in Blacksburg. The point being that with adaptation it can be used all over the state. Two major counties that have adapted an excellent program is Prince William and Stafford County. Both embodies the towing advisory panel that advises the County Board of Supervisors but also has a County Towing Panel that meets monthly or quarterly to look at any problems that need to be addressed. The great thing about this plan is there are consequences for improper behavior for a towing company on the rotational police towing policy.

The growing proliferations of laws that are sweeping throughout localities in many parts of the nation have cried out for a national certification program. Just because the need may not be in your specific area right now, it is needed in other areas of the nation, and eventually it will hit you close to home. Why indeed should your locality search for the setting of other standards when one is available? The Towing and Recovery Association of America working in conjunction with a grant from the DOT has developed a certification program for tow truck drivers. Many localities are requiring this certification to be able to do any type of towing. Training is another area that needs to be addressed. I find it appalling that you need 1500 hours of training and an extensive testing procedure to give a \$7 haircut, but you can tow a person's \$50,000 automobile with no training and only your say so that you have insurance. The sad truth is that a person who buys a tow truck and

has a business licence is a tower in the state of Virginia. Liability is an issue that has affected other areas, i.e. is the police department responsible if they called a tower to a scene and a secondary accident happens? Is there a contract in place to hold the police department harmless because they called a particular towing company? I think that there are people at risk out on the highways, and that it does all boil down to safety issues for the public as well as within the scope of our industry. There are many other driving and critical issues dealing within these contracts/agreements that are possibly directly affecting your local consumers.

I believe as a solution to any localities problem they need to look and study the policies already in place and put together an advisory committee to recommend what might be the best way for your locality to enact a proposed agreement with your towers.

I can make myself or any member of our board of directors available at any time to explain any aspects of these contracts/agreements samples I have enclosed. Lets take advantage of the extensive background that is already in place. You can't change the wind, but you can adjust the sails.

Thank you for your time.

Very truly yours,

A handwritten signature in cursive script that reads "Susan Brassell". The signature is written in dark ink and is positioned above the printed name.

Susan Brassell, Administrator
Virginia Association of Towing and Recovery Operators, Inc.